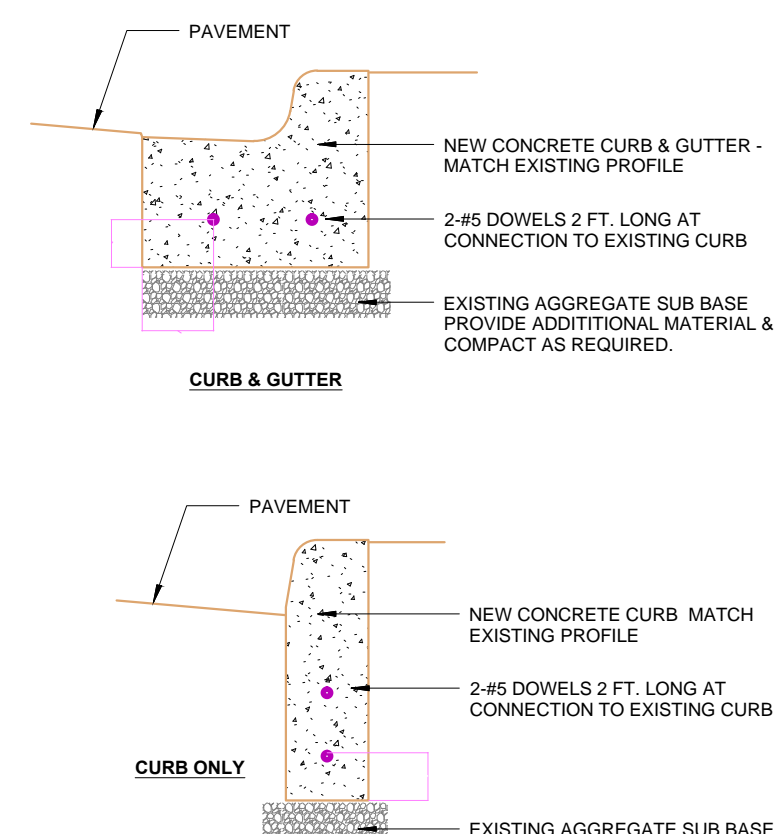
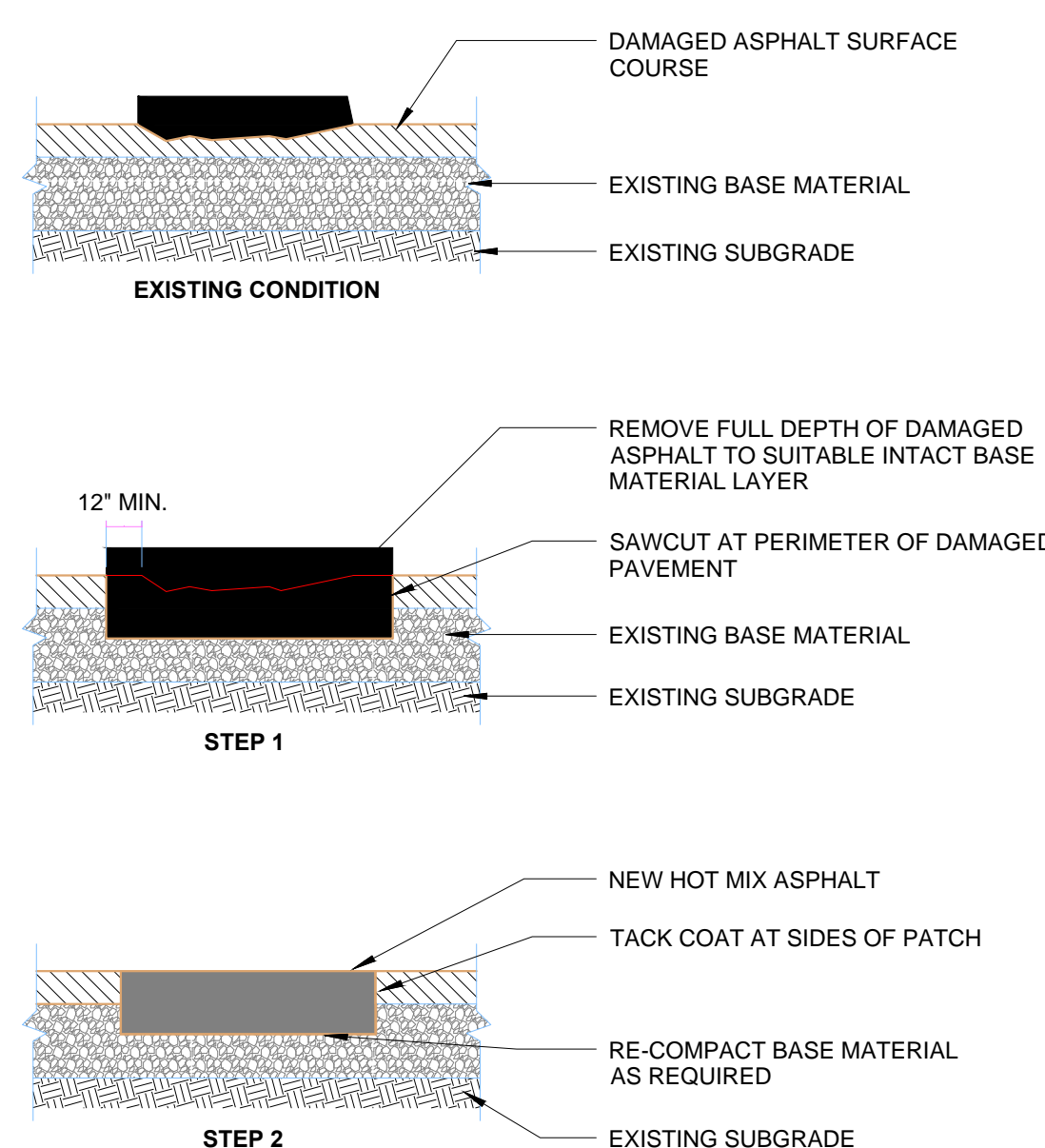


- 1 REMOVE AREA OF DAMAGED PAVING IN PREPARATION FOR NEW PAVING - INCLUDING ALL UNSOUND SUBGRADE MATERIAL.
- 2 DEMOLISH EXISTING DAMAGED CONCRETE CURB & GUTTER (WHEN PRESENT) IN PREPARATION FOR NEW. REMOVE ADJACENT PAVING AS REQUIRED.
- 3 MILL EXISTING ASPHALT TO REMOVE MINIMUM 3" AT ALL LOCATIONS AS SHOWN ON DRAWINGS. WHERE BASE IS EXPOSED AFTER MILLING VERIFY IT IS SOLID AND COMPACTED PER SPECIFICATIONS. TO EXCEPT NEW ASPHALT, IF ADDITIONAL EXCAVATION OF UNSUITABLE BASE IS REQUIRED REMOVE TO SUITABLE MATERIAL AS PER SPECIFICATIONS. PROVIDE, INSTALL AND COMPACT NEW BASE AS REQUIRED PER SPECIFICATIONS.
- 4 DEMOLISH DAMAGED CONCRETE STORM SEWER INLET COVER & ADJACENT DAMAGED CURBS/ SIDEWALK IF REQUIRED
- 5 DEMOLISH DAMAGED CAST IRON STORM DRAIN & DAMAGED PAVING. DEMOLISH ADJACENT CURB & PAVING AS REQUIRED FOR INSTALLATION OF NEW CAST IRON DRAIN



3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED AT CONNECTION TO EXISTING CURBING, POINTS OF CURVATURE AND CONSTRUCTION JOINTS

N.T.S.



FULL DEPTH ASPHALT PAVING REPAIR PROCEDURE

MARK THE REPAIR AREA. A STRING LINE OR STRAIGHT EDGE SHOULD BE USED TO MARK STRAIGHT LINES AROUND THE REPAIR AREA. THE LINES SHOULD BE MARKED WITH SPRAY PAINT SO THEY ARE EASILY VISIBLE WHEN SAWING THE PAVEMENT. REPAIR AREAS SHOULD BE MARKED TO FORM A SQUARE OR RECTANGLE WITH AT LEAST 12 INCHES BEYOND DISTRESSED AREA.

SAW CUT PAVEMENT IN STRAIGHT LINES WITH DIAMOND OR ABRASIVE BLADE. SAW CUTS SHALL OVERLAP SO THAT A VERTICAL AND SQUARE CORNER IS FORMED

JACKHAMMER & REMOVE DEFECTIVE MATERIAL


REMOVE, REPLACE, AND COMPACT THE BASE. WHEN PERFORMING A FULL-DEPTH PATCH, THE BASE SHOULD BE VISUALLY INSPECTED TO ENSURE THAT THE CONDITION OF THE MATERIAL IS ADEQUATE.

ALL INADEQUATE BASE, SUBBASE, OR SUBGRADE MATERIALS SHOULD BE REMOVED UNTIL A GOOD, DRY, AND DENSE MATERIAL IS LOCATED.

THE POOR-QUALITY MATERIAL SHALL BE REPLACED WITH A GOOD-QUALITY, WELL- GRADED BASE MATERIAL. IF SUBGRADE MATERIAL IS REMOVED, CRUSHED STONE OR OTHER SUITABLE BASE MATERIAL MAY BE USED TO BACKFILL TO THE TOP OF THE SUBGRADE. NEW MATERIALS SHALL BE PLACED IN 2- TO 3-INCH (50- TO 75- MILLIMETER) LIFTS WITH EACH LIFT COMPACTED TO THE REQUIRED DENSITY. WHEN REMOVING THE DEFECTIVE PAVEMENT,

ANY EXISTING DISTURBED SUBBASE MATERIAL SHALL BE RE-COMPACTED

N.T.S.


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ARCHITECT/ENGINEERS:

Approved: Assistant Director	Approved: Chief of Staff	Approved: Chief, Engineering
Approved: Service Chief	Approved: Service Chief	Approved: Service Chief
Approved: Chief, Bio-Med	Approved: Chief, EMS	Approved: Chief, Infection Control
Approved: Chief, IT	Approved: Chief, M&O	Approved: Chief, Police
Approved: Chief, Safety	Approved: Chief	Approved: Chief

Drawing Title	DETAILS AND NOTES
Location	CAPTAIN JAMES A. LOVELL F.H.C.C. NORTH CHICAGO, ILLINOIS

Project Name			Project Number		<div>Office of Construction and Facilities Management</div> 
NRM 556-16-002 REPAIR ROADS AND CURBS			556-16-002		
			Date		
			3/30/16		
			Drawing Number		<div>G-3</div> <div>Dwg. of</div>
Building Number	Checked	Drawn			
-		M.A.D.			